Construction of broad gauge line between Kapadvanj and Modasa

5774. SHRI AHMED MOHM-EDBHAI PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that during the year 1993-94 a token provision of Rs. 1000 crores was nude by Railways for the construction of BG line between Kapadvanj and Modasa in Gujarat;

(b) if so, whether State Government again requested the Union Government on 13th October, 1993 for sufficient funds to complete the above conversion of BG line;

(c) whether Union Government had informed the State Government on 6th December, 1993 that when adequate resources become available the project will be undertaken;

(d) if so, whether Union Government had decided to undertake this prcject during 1994-95;

(e) if so, by when it would be completed; and

(f) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHA-RIEF): (a) A token provision of Rs. 1000/- crores had been made.

(b) and (c) Yes, Sir.

(d) No, Sir.

(e) Does not arise.

(f) Constraint of resources.

गांधीधाम भुज रेल लाइन का पूरा किया जाना

5775. श्री अनन्त राय देवशंकर दवे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गांधीधाम-भुज रेल लाइन का आमान परिवर्तन करने की दिशा में अब तक कितनी प्रगति हुई है;

(ख) इस परियोजना के लिये कुल कितनी धनराशि नियत की गई है; और

(ग) उक्त परियोजना कब तक पूरी हो जायेगी ?

रेल मंत्री (श्री सी० के० जाफर शरीफ): (क) यह स्वीकृत कार्य नहीं है ।

(ख) और (ग) प्रश्न नहीं उठता ।

Unigauge Conversion of Rail Lines in Assam

5776. SHRI B. B. DUTTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government pro pose to undertake conversion of metre gauge tracks into broadgauge beyond Lumding towards Dibrugirh in Upper Assam during 1994-95;

(b) whether Government also propose to convert metre gauge tracks into broad gauge beyond Kumarghat in Tripura and Jiribam in Manipur during 1994-95; and

(c) if so, the details thereof and if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHA-RIEF): (a) Yes, Sir.

(b) No, Sir.

(c) The section is not proposed to be converted, due to the prohibitive cost of conversion in the difficult terrain, which would render the project unviable.

Extension of Broad Gauge Railway Line from Jogigopa to Mizoram

5777. SHRIB.B.DUTTA: Will i the Minister of RAILWAYS be pleased to state :

(a) whether some representations or the extension of the broad-gauge